BANGOR DAILY WHIG AND COURIER.

BY JOHN H. LYNDE. BANGOR, ME., WEDNESDAY MORNING, JANUARY 31, 1872. VOLUME XXXIX—NUMBER 27.

BANGOR

Daily Whig & Courier,

PUBLISHED MORNING

At No. 1, East End Kenduskeag Bridge.

TERMS—$8.00 per Year.
4.00 for Six Months.
2.00 for Three Months.
INVARIABLY IN ADVANCE.

The Bangor Weekly Courier,

IS PUBLISHED EVERY TUESDAY,

At the office of the DAILY WHIG AND COURIER, at Two Dollars per Year, invariably in advance.

AGENTS.

A. M. PRESCOTT & Co., 10 State St., Boston, Agents for this paper. Files New York are authorized Agents to receive Advertisements and Subscriptions for this paper.

A. N. PARKER, Agent, No. 5, Tremont Street, Boston.

Geo. P. ROWELL & Co., Agents, 40 Park Row, New York.

HORACE DODD, Agent, Boston.

Subscriptions must in all cases be paid in advance. Papers will be discontinued to the colored subscribers when the time for which subscription is paid. All papers discontinued when the subscription expires.

Business Cards.

REMOVAL.

W. T. HILLIARD,
Attorney and Counsellor-at-Law
has removed
to 1-2 Strickland's Block, Kenduskeag Bridge, up Stairs.
Bangor, Jan. 15, 1871.

B. F. FERNALD,
ATTORNEY AND COUNSELLOR AT LAW,
WINN, MAINE.
A. W. Paine, Bangor; A. G. Deering, Portland; L. Powers, Houlton. 3m*

BARKER & PLUMMER,
Attorneys at Law,
BANGOR, MAINE.
OFFICE Room No. 3, over Second National Bank.
W. H. Wheelwright, Clerk.
LEWIS BARKER. SYDNEY PLUMMER.

JAMES H. BURGESS,
ATTORNEY AND COUNSELLOR AT LAW,
WINN, MAINE.

MELVIN PEBBLE, M. D.,
PHYSICIAN & SURGEON,
BANGOR, MAINE.
Has removed to No. 2 Hammond Block, Front room second floor above Whig and Courier office. Residence No. 70 Essex Street. 3m apl1

CEO. F. GODFREY,
DEALER IN
DRY PINE LUMBER,
ALSO
BLACK WALNUT,
SOUTHERN PINE, etc.
Office and Wharf on the head of Harlow St.
Nov. 21—6m

WM M. ROBINSON,
ATTORNEY AND COUNSELLOR AT LAW,
Office in Bank Building.
$1000 REWARD!

PILES——PILES.
WILL be sent by mail free of charge to any person who will send us their address, a sure remedy for Piles, Blind, Bleeding, Itching and Protruding Piles. Address, with stamp, DR. WM. BURTON, Sharon, Mass.

$5000 REWARD!
WE will pay FIVE THOUSAND DOLLARS for a better remedy than
1000 DOZEN FILES.
Sold by all druggists at $1.25 per box. Sent by mail for price. Address, ADAMSON'S BOTANIC COUGH BALSAM, Philadelphia, Pa.
For sale by all Druggists.

The Lowest Prices,
WILL be paid for Rags, Paper Stock, Old Iron, Rubber, Lead, Brass, Copper, Zinc, Feathers, Hides, Furs, Tallow, Wool, Old Files, Rubber Belting, Hose, Boots and Shoes, Rosin, Beeswax, Glue, Glue Stock, Tallow Oil, Sperm Oil, Lard Oil, Castor Oil, Linseed Oil, Neatsfoot Oil, Paper Stock, Bones, Hoofs, Horns, Shoddy, Old Rope, Manila Rope, Sisal Rope, Jute Rope, Tow, Bagging, Rubber Boots, Rubber Shoes, Rubber Scraps, Iron Scraps, Metals, Rubber Belts, Rubber Packing, Rubber Hose, Rubber Clothing, Rubber Blankets, Rubber Coats, Rubber Mats, Rubber Springs, Rubber Stamps, Rubber Tubing, Rubber Valves, Rubber Washers, Rubber Wire, Rubber Wire Insulators, Rubber Wire Insulating Tape, Rubber Wire Insulating Varnish, Rubber Wire Insulating Compound, Rubber Wire Insulating Paper, Rubber Wire Insulating Cotton, Rubber Wire Insulating Cloth, Rubber Wire Insulating Braid, Rubber Wire Insulating Twine, Rubber Wire Insulating Yarn, Rubber Wire Insulating Thread, Rubber Wire Insulating Ribbon, Rubber Wire Insulating Felt

Daily Whig & Courier.

JOHN H LYNDE, - - PROPRIETOR.

WEDNESDAY, JANUARY 31, 1872.

THE ADMISSION OF UTAH.

Governor Woods' veto of the act of the Territorial Legislature of Utah, directing the calling of a Convention to draft a State Constitution, has created a great deal of excitement in that body, as well as throughout the Territory, and the latter-day saints, as our dispatches have noted, are working themselves up into a terrible rage over it. The Governor's suggestion that before hoping for admission to the Union, they should abandon polygamy, it being in opposition to the laws of the United States, touched the apostles in a tender spot, and they rose to a man to denounce it. "Are we nonentities?" indignantly asks Apostle Taylor. "If we have committed crimes why are we not punished?" and he complacently went on deriding the Government in a way most unapostolic. It is very certain that the Mormon leaders know that, although you can indict and sentence a whole community, it is impossible to do it in any punishment is more than a few cases. [illegible] of any crime. This interesting prey and interpretiveness Apostle asks, [illegible] question—"Have we any rights?" That the rights of every American citizen should be respected, is something we are [illegible] question. But rights in this case [illegible] citizens, and the nation is [illegible] against the outlaws in principle [illegible] and assume rights which [illegible] the performance of their [illegible] responsibility is on the government [illegible] with the question in its [illegible] difficulty, says the N. Y [illegible]

[illegible] of Utah to understand [illegible] Saints feelings on the [illegible] of their unholy power [illegible] Like [illegible] the wild, and [illegible] the wall of civilization [illegible] the howls of [illegible] the origin of Indians [illegible] trip that sees the [illegible] dealt with [illegible] merciful [illegible] They are in great [illegible] laws and [illegible] customs [illegible] to them [illegible] principles of freedom that [illegible] Mormon section, which care [illegible] theocratic despotism. [illegible] that the [illegible] of members of the House [illegible]

The West [illegible] has asked Congress to repeal the bankrupt law and pass a postal telegraph [illegible]

Mr. E. M. Stoughton, who graduated at the Michigan Agricultural College in 1871, has been appointed a superintendent of the government [illegible] farm of Japan.

[illegible] before the West Virginia [illegible] convention to adopt the plan [illegible] and is received with much favor.

The Republicans of North Carolina will [illegible] their convention to nominate candidates for Governor and the other State officers, in Raleigh on Wednesday, April 17.

The Columbus (Ohio) Statesman doubts if the mass of the Democratic party will approve the postponement of the Democratic National Convention until the plans and purposes of the Republicans are developed.

It is proposed to hold a national convention in Philadelphia, composed of the survivors of the victorious army who fought down the rebellion, and nominate with the National Republican Convention in next June.

A Salt Lake City dispatch says that the sending to the Council of the Governor's veto of the admission bill, was followed by groans and hisses, and the members spoke of it with unbridled anger and contempt. A motion was adopted that the veto be not specified on the records. The Council appointed a committee to act with the House committee to prepare a joint resolution submitting to the people the matter of convening a convention to frame a State constitution, and also to petition Congress for admission.

The International boat race will come off on the Potomac river, the necessary funds having been raised. The Taylor-Winship crew of England have accepted the challenge of the Biglin Brothers, and the Paris crew, the Biglin-Coulter crew, the new crew of the Ward Brothers, and the Taylor-Winship will be present.

RAILROAD HEARING.

The Joint Committee of the City Council to whom was referred the application of the Northern Aroostook Railroad, Co. for aid from the City of Bangor in the construction of its road, met at the Common Council Room in City Hall yesterday afternoon. By invitation many citizens interested in the building of the road, met the Committee.

The meeting was called to order by W. E. Crosby, esq., Chairman, who stated that the meeting was called for consultation with citizens, and invited any who desired to be heard to take the floor.

Mr. B. Holman made some enquiries as to the prospects of the enterprise, and subsequently made remarks upon the country through which the road would pass.

Mr. Angell was called upon and gave desired information relative to the cost of the narrow gauge as compared with the fourteen eight and a half road. He also explained the organizations of the Northern Aroostook Railroad Co., what they hoped to accomplish, and the probable connection of the proposed road with the E. & N. A. Railway.

Hon. G. W. Ladd was a warm friend to the road, and expressed himself in favor of aid under proper restrictions. He had had some experience with Corporations, and he felt safe in advising the Committee to see that necessary guarantees were made in writing before a movement was made. He meant no disrespect to any corporation, when he said that they generally looked carefully for their own interests. They would look out for their interests, we must look out for ours. Give us the road, but first give us assurance that we shall be protected in our interests. There were three great parties interested—the European Railway, the city of Bangor and the land-holders—and it was proper that each party should have its share of the burdens. Let us mutually agree to do our parts, and the road would be built.

Gen. S. D. Strickland, who was a pioneer in this great project for developing Aroostook County and covering it with a net work of iron, then made some practical remarks. He wanted the road, believed that it would contribute largely towards advancing the material interests of Bangor, and was in favor of extending just that amount of aid to it which will ensure its building as far as Presque Isle, at any rate. If it was not prudent to do more at present we should certainly do that, and trust to future action for the balance. Let us see that the interests of the city are protected, and then secure the building of the road.

Charleston Jewett, esq., made some practical remarks in relation to the location of the road, the condition of the country, the points necessary to reach, and expressed himself in favor of the enterprise.

Dr. Sanger, at the request of a gentleman not present, showed the financial condition of the city and compared its liabilities with its resources.

Pertinent remarks were made by Messrs. J. P. Bass, Solomon Parsons, A. R. Clark, John S. Rocker, H. O. Goodenow, G. W. Merrill and John H. Lynde, after which the Chairman made a clear statement of the question.

It was then voted that the Committee be requested to recommend that the City Council petition the Legislature for the passage of an act authorizing the City of Bangor to aid in the building of the Northern Aroostook Railroad, by issuing its bonds to the extent of $10,000 per mile, provided that the European and North American Railway Company guarantee the prompt payment of the interest on said bonds.

The citizens meeting then adjourned and the Committee resumed the consideration of the question.

At a meeting of the City Committee in the evening, the Committee were requested to bring in a bill allowing the city to loan its credit for $10,000 per mile for the main line from the E. & N. A. Railway intersection to Fort Buren, or Letter G, the before mentioned Company to guarantee the bonds and interest. In case of a disagreement in relation to fares and freights, the matters should be submitted to a board of three arbitators, one to be appointed by the Governor, one by the Chief Justice, and one by the Mayor and Aldermen of the city of Bangor.

LETTER FROM LEWISTON.

LEWISTON, Jan. 29, 1872.

To the Editor of the Whig and Courier:

As journalists are supposed to know everything, will you please state why it is that the *Land Press* and Augusta *Journal* devote so much time and space to the Maine Central Railroad Company? The old company, owners of one of road from Bangor to Danville Junction, and had a lease of the Dexter and Belfast roads—all being broad-gauge roads—The Portland & Kennebec Company owned a line from Skowhegan to Portland, and a branch from Bath to Brunswick, narrow gauge. The rivalry between these companies, though intimately connected in interests by connecting at Kendall's Mills, caused bids to be made by either company, for the lease of any new line of road. Towns were thus induced to loan their credit to build roads which capitalists would not have built, and it is not probable that the lessees will receive for some years sufficient net income to pay the rental agreed upon.

The Maine Central wanted an outlet from Danville Junction to Portland, but on looking the ground over, found it a difficult matter even with great outlay to secure proper depot accommodations in Portland. Taking everything into consideration on the one hand and the other, the difference in gauge, rivalry in bidding for new lines, the connections at Kendall's Mills, etc., and the fact that a uniform gauge under one corporation would enable them to earn more money without increasing the fares of rates on freight, the roads asked the Legislature to give them the right to consolidate. They did not propose to sell out to Tom Scott or any other great railroad "monopolist," but merely to "amalgamate" their lines of road. The *Press*, and many of the citizens of the "Natural Seaport," saw a good sized "ear under the meal," because the consolidated line intended to run trains to Boston, without subjecting people from all part of the State, to a change of cars at Portland.

The Lewiston *Journal* saw a much larger "rat." The "extension *would not be built*, and through travel would all be diverted via Augusta." Well, consolidation was accomplished through previous acts of the Legislature, and we, the plain people, as President Lincoln called us, are only able to see the following results: Twenty miles of new road from Danville to Cumberland, a uniform gauge from nearly all parts of the State to Boston, so that passengers can go by night or day without change of cars at Portland; more trains are run, and the public better accommodated than ever before, without increase of fares—and the Pullman palace car runs past Lewiston. There are five passenger trains daily to Portland, and five freight trains, from this city. Still the Journal has the Maine Central and "*Water-horses power*" on the brain, and has built up the Maine Central as a "monster of so frightful mien," that they have really produced a "scare" in this community, and should the Legislature grant a charter from Auburn and Lewiston to Danville Junction, we may be called upon to vote to loan the credit of the city. Such being the state of affairs here, and there being no other paper published here besides the Journal, thought you might give us, with your other numerous readers, more light than we have been enabled to gather from the *Press* and *Journal*. As we declared *impartial* we fail to see anything wrong, improper, or against the best interests of the Institution the "monster" of the road.

POLITICAL AND PERSONAL.

Hon. Glenni W. Scofield, of Pennsylvania, refuses to be renominated for Congress.

The apportionment bill as it passed the Senate, gives the number of members of the House at 293.

The Wisconsin Legislature has asked Congress to repeal the bankrupt law and pass a postal telegraph.

Mr. E. M. Stoughton, who graduated at the Michigan Agricultural College in 1871, has been appointed superintendent of the government farm of Japan.

[illegible] before the West Virginia [illegible] convention to adopt the plan [illegible] and is received with much favor.

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Special Notices.

THE EQUITABLE Life Assurance Society OF THE UNITED STATES.

No. 120 Broadway, New York.

WM. C. ALEXANDER, President. HENRY B. HYDE, Vice President.

O. B. PLUMMER,

General Agent for Maine,

43 West Market Square, Bangor.

ORGANIZED A. D. 1859.

Cash Assets Jan. 1st, 1872, over $13,000,000

Number of Policies issued in 1871, 10,019

Amount insured under same, $41,300,000

Policies are issued by this Association under all plans approved of by *FIRST CLASS LIVE INSURANCE COMPANIES*, and by their contract are *NON-FORFEITABLE*.

Dividends are declared and paid annually, being available as cash in payment of second and subsequent premiums, or in the purchase of additional insurance, at the option of the Assured.

Particular attention is requested to the *NEW TONTINE SAVINGS FUND POLICY*, original with this Society, presenting special inducements for *INVESTMENT* combined with *LIFE INSURANCE*.

O. B. PLUMMER.

General Agent for the State of Maine

I take this opportunity to renew to the many who have served the old firm of B. PLUMMER & SONS with their patronage the assurance that myself and my office facilities are always at their command for advice or consultation relative to past or additional insurance, and I think I may safely say, that a long practical experience enables me to place my applications in such a manner as will best meet the views and interests of my patrons.

O. B. PLUMMER.

Bangor January 31, 1872. 3

SOCIAL DANCE AT MURRY'S, PUSHAW.

There will be a Social Dance at MURRY'S THIS *Wednesday Evening, Jan. 31st.*

Tickets 75 cents per couple. Refreshments extra.

J. P. MURRY.

POSTPONEMENT.

THE JUVENILE CLASS in MUSIC HALL is postponed from this to SATURDAY AFTERNOON, Feb. 3d.

M. E. ANDREWS.

Save the Children.

Millions of them suffer, linger and die, because of Pin Worms. The only known remedy for these most troublesome and dangerous of all worms in children or adults is DR. GOULD'S PIN-WORM SYRUP. Purely vegetable; sure death to all worms; a valuable cathartic, and beneficial to health. Warranted. Price reduced to 50 cents per bottle.

GEO. C. GOODWIN & CO., Boston.

OYSTER SUPPER.

There will be an OYSTER SUPPER AT the Vestry of the Universalist Church, NEXT WEDNESDAY EVENING, Jan. 31st.

All are invited.

Masquerade Ball,

BY EAGLE ENGINE COMPANY No. 3, Brewer, AT THE TOWN HALL, Thursday Evening, Feb. 1st,

A general invitation is extended. Tickets on the floor, 50 cts. Tickets for spectators, 25 cents.

Hersey Light Infantry.

The Hersey Light Infantry, of Oldtown, will give an Exhibition Drill and Grand Military and Civic Dance, at UNION HALL, Bradley, on WEDNESDAY EVENING, Jan. 31st 1872.

Music by PEAKES' QUADRILLE BAND. W. B. PEAKES, Prompter.

A Good Supper will be provided.

Tickets to the Drill, 25 cents each.

Tickets for the Dance, $1.00 per couple.

All lovers of a good time are cordially invited to call.

Oldtown Jan. 29th, 1872.

Wanted.

A GOOD PASTRY COOK, at the Franklin House. Wages seven dollars a week.

Music Hall.

The Doctor of Alcantara

OPERA BOUFFE,

Which met with such marked success last Spring will be repeated by request with the same cast, under the direction of

Miss Howard and Miss Ross,

MUSIC HALL,

On Tuesday Evening, Feb. 6th,

FOR THE BENEFIT OF THE

Japneson Guards.

Admission 50 and 75 cents, according to location. Sale of Tickets will begin on THURSDAY, Feb. 1st, at Hughes & Co's Bookstore.

Doors open at 7 o'clock. Curtain rises at 8.

Mechanical Drawing.

It is proposed to commence instruction in Mechanical Drawing in case enough students are obtained to make it an object.

The quarter would begin about February 1, and continue three months, two evenings each week.

Terms $3 for 24 lessons.

Persons may apply for further information to, and can put down their names with,

CHAS. E. GREENE, C. E., City Hall.

Mrs. LAWRENCE,

No. 41 Centre St.

Instruction in Vocal Music.

TERMS.

$2 per quarter of 24 lessons; $3 for class of two.

REFERENCES—Mrs. Harwood, Boston. Mrs. C. A. Barry, Boston. Prof. L. H. Sonnard, Boston.

Dentistry!

DR. G. C. GARDNER,

Having taken rooms in Union Block, Main Street, will attend to the practice of dentistry in all its branches.

Dr. G. has permission to refer to Dr. ISAAC STARKEY, Bangor, Nov. 17th, 1871.

City of Bangor.

The Joint Standing Committee of the City Council on Accounts and Claims will be in session at the Aldermen's Room, on the first THURSDAY in each month, at 3 o'clock P. M. All bills against the city should be presented at that time.

CHAS. HAYWARD, Chairman.

BARNUM'S HAIR DYE.

This superb Hair Dye is the best in the world—perfectly harmless, reliable and instantaneous; no disappointment, no ridiculous tints or disagreeable smell. The genuine Will. A. Barnum's Hair Dye. [illegible]

Coa ! Coa !.

I am selling at my YARD,

No. 115 Broad St.,

Next south of Messrs. THURSTON & CO., a superior article of

COAL,

which I will deliver at any place in the city, at the VERY LOWEST MARKET RATES.

Orders left at my office, or at the office of Messrs. KENT & BUCKER, my weighers, will be promptly filled.

C. A. BABCOCK.

Bangor, Jan. 15 1872.

SLEIGHS!

Sleighs! Sleighs!

Patronize Home Manufacture

We have now on hand at our depository on Harlow Street,

LARGEST & FINEST ASSORTMENT OF SLEIGHS

ever offered to the citizens of Bangor.

Light and Fancy Single Seat Sleighs of latest style,

Double Sleighs, Permanent and Jockey Seat,

Grocers', Farmers', and Woods' Pungs,

All of our own manufacture, and warranted to give satisfaction, which we are selling at prices that CAN'T BE BEAT.

All in want of anything in our line are cordially invited to call and examine before purchasing.

L. N. THOMS & SON.

Bangor, Nov. 30, 1871.

Notice to River-Drivers and Lumbermen.

The undersigned wishes to give notice that he has on hand, and is constantly manufacturing a superior article of

Batteau Oars, Scuff Oars, Paddles, Cant-dog Stocks, Poles, &c.,

which he is offering for sale as low as can be bought elsewhere. Those who are in want of any of the above articles will do well to call and examine my stock before purchasing. Shop near the E. & N. A. R.R. Depot.

R. FREEMAN.

Oldtown, Jan. 17, 1872.

NOTICE.

Parties going West to

Detroit, Saginaw, Chicago, Milwaukie, Omaha, or San Francisco, &c.,

Can Save $5 on Each Ticket,

by purchasing via the

GRAND TRUNK RAILWAY,

Do not be deceived by unjust reports. The Grand Trunk is now in excellent running condition. Has the Pullman Cars over the entire route. The distance is shorter and time less than by any other route from Maine. Steamboat and Hotel expenses, also hackling across crowded cities are avoided by this route. Baggage checked through without subject to Custom House examination. Berths in Pullman Cars, Portland to Chicago, can be secured. Apply to

WM. FLOWERS, Eastern Agent G. T. Railway Company, 22 West Maine Square, Bangor.

Bonds Wanted.

SEATE OF MAINE and CITY OF BANGOR BONDS wanted, at the Penobscot Savings Bank.

EDWIN CLARK, Treasurer.

Bangor, Aug. 30, 1870. d&w sn

Bangor Steam Laundry,

AND

Bathing Rooms.

31 CENTRAL STREET.

H. F. GOULD & CO.

Bangor Oct. 27, 1871.

DR. J. F. BABCOCK,

Graduate Penn. College Dental Surgery,

Dental Surgeon.

Reception Parlor and Operating Rooms,

Nos. 2 and 3 Kenduskeag Block,

Same Floor as Mercantile Library.

Jan23

Dr. FIELD

Has removed to the next house below his former residence—lower basement.

Office entrance on Patten Court.

JUST RECEIVED.

A Fine Assortment of

GAS FIXTURES,

Such as

Chandeliers, Brackets, Pendents, Stand Lamps Glass and Paper Shades.

Open Wednesday & Saturday afternoons.

Shop over Bangor Gas Light Co.'s Office.

T. T. CATES.

EE'S

LINIMENT

Never Fails to Cure.

SOLD BY DRUGGISTS.

BROWN & SIMPSON,

COUNSELLORS AT LAW.

Bangor, Maine.

C. P. BROWN. A. L. SIMPSON.

Having been established in the successful practice of the law in the City of Bangor for more than twenty years, and having an extensive acquaintance in all parts of the State, and the very best facilities for transacting professional business, the subscribers have formed a Law partnership, and will give particular attention to all matters pertaining to a general law practice in any of the Courts of the State, or United States Courts.

Especial attention given to the collection of claims and demands, &c.,

We promise promptness, accuracy and reasonable charges, in all business entrusted to our care.

C. P. BROWN. A. L. SIMPSON.

Bangor, June 5, 1871.

European & North American Railway Co.

EXCURSION to ST. JOHN!

The European and North American Railway Company, until further notice, will furnish to Excursion Parties of ten or more, tickets to St. John and return, at one fare for the round trip.

Trains leave Bangor, Daily, at 5.00, A. M., arriving at St. John at 6.00, P. M.

Returning, leave St. John at 8.30, A. M., arriving at Bangor at 6.35, P. M.

M. H. ANGELL, General Ticket Agent.

National Insurance Comp'y,

CASH CAPITAL, $200,000.

Assets Oct. 25th, 1871,

$417,798,12.

Continue to insure against Fire and Marine risks at their office,

49 West Market Square.

HIRAM BUGBEE, President.

J. B. BROWN & SONS

BANKERS,

PORTLAND, MAINE.

THIS HOUSE is established for the transaction of a General Banking business.

DEPOSITS received subject to check at sight. Interest at the rate of Four per cent. per annum allowed on all Daily Balances. Accounts rendered and interest credited monthly.

CERTIFICATES OF DEPOSITS issued bearing interest as by agreement and available at Maturity in Portland, Boston or New York.

COLLECTIONS of Notes, Drafts, Coupons and Dividends made in all parts of the United States and Canada.

DEALERS in Government and other Investment Securities and in Gold and Silver Coin.

STERLING BILLS drawn on England, Scotland and Ireland. Sight drafts on Paris, Berlin and other European cities, Montreal, St. John and Halifax. Gold and Currency Drafts on Boston and New York.

APPROVED Commercial Bills purchased.

FACILITIES afforded for the transaction of the Special as well as the General Business of correspondents.

Agents for the Sale of the Bonds of the Portland & Ogdensburg Railroad,

F. M. LAUGHTON,

ATTORNEY & COUNSELLOR AT LAW.

Office, Rooms 5 and 8 Bank New Block. Special attention given to collecting, conveyancing, &c.

$5000

Maine Central R. R. Bonds

FOR SALE.

These Bonds are first class, amply secured by first mortgage, and the interest is 6 per cent. gold. Offer for these bonds for 94 cents—thus presenting a rare opportunity for investment.

T. G. STICKNEY

Office No. 1 Kenduskeag Block, 2d floor.

D. M. HOWARD,

General Insurance Agent.

OFFICE, NO. 3 EXCHANGE BLOCK, BANGOR, MAINE.

Representing the Leading Insurance Companies of New England.

Policies promptly written upon all kinds of insurable Property in Eastern Maine, at their lowest rates of premium.

Drs. JEWETT and MORRILL

Surgeon Dentists.

OFFICE, NO. 3, BOWMAN'S BLOCK

Over Whig and Courier Office,

BANGOR, MAINE

LEA & PERRINS' SAUCE.

Pronounced by Connoisseurs

"THE ONLY GOOD SAUCE."

It improves appetite and digestion, and is a valuable relish for its flavor.

We are directed by Messrs LEA & PERRINS to prosecute all parties making or vending counterfeits.

JOHN DUNCAN'S SONS, AGENTS, NEW YORK.

EXPRESS NOTICE

The Eastern Express Company

WILL FORWARD DAILY

In charge of their Special Messengers, via B. & N. A. and N. B. & C. Railroads.

Money, Valuable Packages, and Freight,

to and from St. Stephens, Calais, Houlton, Woodstock, Fredericton, St. John, and all intermediate places. All freight for the Provinces must be accompanied by invoices.

JAMES TARBOX, Agent.

Bangor, Jan. 17, 1872. 3m

Assessor's Notice.

The Assessors of the City of Bangor will be in session every SATURDAY AFTERNOON for a few weeks, to assist to such business as may come before them.

Sanford's Independent Line.

Winter Arrangement.

Passengers ticketed directly to Boston.

Fare only $4 including stage fare to Winterport.

Steamer KATAHDIN, Captain H. S. Rich, Will leave Winterport for Boston every TUESDAY, at 12 o'clock M., touching at all the usual landings on the river and bay.

Will leave Boston for Winterport every FRIDAY, at 5 P. M., touching as above.

Fare from Bangor to Boston, including stage fare to Winterport, $4.00

From Winterport and Bucksport to Boston, $3.00

Tickets for sale and baggage secured at the Bangor House Exchange, Franklin House, and Harriman House.

A manifest of freight can be seen at the Bangor office each trip.

N. B. No extra baggage or freight taken.

LEONELIS TAYLOR, Agent.

Bangor, Dec. 2, 1871. d&w sn

Farm to Let.

To let, the farm in Brewer, opposite the Rose place in Bangor, owned by Mr. Amos Barrett. A good chance to engage in the MILK BUSINESS. Possession given May 1st. Enquire of W. C. GEORGE.

Bangor, January 31, 1872. d&w4w

STONE & DOWNER

BANKERS,

28 State Street, - - Boston.

DEALERS IN

American and Foreign Specie and Coupons.

BUY AND SELL

City, State, County and United States Bonds.

AGENTS FOR SALE OF

BURLINGTON, CEDAR RAPIDS, and MINNESOTA FIRST MORTGAGE R. R. BONDS, 7 per cent. in gold.

NORTHERN PACIFIC R. R. BONDS, 7 3-10 in gold, and the U. S. FUNDED LOAN.

ALSO, FOR SALE,

EUROPEAN AND NORTH AMERICAN FIRST MORTGAGE R. R. BONDS, 6 per cent. in Gold, at 90 and interest.

We draw Exchange on San Francisco, Montreal, St. Johns and Halifax, and buy and sell on Commission Stocks and Bonds in Boston and New York. Inquiries by mail promptly answered. Special attention to packages received by express.

CLARKE'S NEW METHOD

FOR

Reed Organs.

Compiled by an Organist who has a preeminent power of pleasing the public, both by his playing and his compositions. Rose quickly into favor on its first appearance, and is acknowledged to be a Standard Work of the first rank. Price $2.50.

Beautiful Song. TRUE HAPPINESS, *Keller*, .35

Haydn's Method for Guitar.

A new and improved method, with Progressive Studies, Instrumental Pieces, and a collection of Popular Songs. Price, $3.00.

A set of 28 very good easy Piano pieces for beginners.

GOLDEN ECHOES, *Mack*, each, .30

BATON'S NEW METHOD

FOR THE

CORNET.

Learn to "blow your own horn," by studying this new and excellent method, full of Theory, Exercises, spirited Melodies, Trios and Variations, with, if you please, Piano accompaniment. Price $1.50.

The above songs and pieces, sent, post free, on receipt of retail price.

OLIVER DITSON & CO., Boston.

CHAS. H. DITSON & CO., New York.

Left at Kenduskeag Hotel,

Wednesday Evening, 24th inst., one pair Ladies' Lined Kid Mittens, one Gentl's Pocket-book, one light colored Horse Hood with ear pockets cut off.

E. GARLAND, Proprietor.

We shall sell the balance of our

WINTER CAPS

AT

Reduced Prices,

WINTER CAPS cheap, SLIPPERS in great variety at low prices. GLOVES and OVERSHOES a good assortment. Prices low as the lowest, at

ARNOLD & SAWYER'S,

Jan30 12 West Market Square.

Dissolution of Copartnership.

The firm of GILMAN, TOWNSEND & CO. is hereby dissolved by mutual consent. All the outstanding accounts in favor of said company, the firm are to be settled with Gilman & Co.

BOARDERS.

A few Boarders can be accommodated with pleasant rooms, at

38 Hammond Street.

Just below the Court House.

Smart American Girls

Accustomed to sew by hand or machine, can find immediate employment at sewing Straw Braid, and Trimming of Men's, Ladies' and Children's Hats, upon application to

NATHAN A. BALDWIN & CO., Straw Hat Manufacturers, Milford, Ct.

1803. 1872.

Hampden Academy,

HAMPDEN, MAINE.

The SPRING TERM of eleven weeks begins

MONDAY, Feb. 19th, 1872.

BOARD OF INSTRUCTORS.

D. M. TRIBOU, Principal. W. F. HARDING, Associate. Miss S. C. CURTIS, Preceptress. JOHN D. RING, Commercial Department. CALVIN P. THOMAS, JOHN T. GIBBS, HELEN M. BAILEY, Assistants.

Tuition $4.00, $4.50 and $5.00. Music, $8.00. Commercial Course, complete in two terms, $15; per term, $8.00. Board, $3.00 to $3.50 per week. Books and Stationery at Bangor prices.

Send for circular, addressing the Principal, Box 31, Hampden Corner.

DANIEL CROSBY, Sec. Trustees.

Hampden, Jan. 23, 1872. d&w4w4

Check Lost. Payment Stopped.

Lost this day, a check for one hundred dollars on the Merchants National Bank of Bangor, dated Jan. 22d, 1872, and payable to W. D. Rand, or bearer, and signed by the subscriber. Payment of the same having been stopped, all parties are cautioned against purchasing it. A suitable reward will be paid the finder upon returning said check to me, or to the Merchants National Bank.

Jan29 3w* S. N. MILLER.

We have this day formed a Co-partnership for the purpose of transacting a general

BANKING AND BROKERAGE

business. Having every facility for the prompt and economical transaction of business, we hope for a share of patronage.

JAMES H. BOWLER. ISAAC H. MERRILL.

Bangor, January 25, 1872.

Bowler & Merrill,

BANKERS and BROKERS,

No. 142 Exchange St., Bangor, Me.

BUY AND SELL

GOVERNMENT, STATE AND CITY BONDS, COUPONS, GOLD, SILVER, CANADIAN AND PROVINCIAL BANK BILLS, DRAFTS ON BOSTON, NEW YORK, &c., PAYABLE IN GOLD OR CURRENCY—AND FOREIGN EXCHANGE.

BUSINESS PAPER, AND MUNICIPAL AND CORPORATE LOANS NEGOTIATED. COLLECTIONS MADE AT ALL POINTS. FIRST CLASS SECURITIES FOR INVESTMENT, FOR SALE AT LOWEST MARKET RATES.

BANK, INSURANCE, RAILROAD, AND OTHER STOCKS BOUGHT AND SOLD ON COMMISSION.

SHOW CASE AND ARCTIC SODA FOUNTAIN FOR SALE CHEAP.

One Tufts Arctic Soda Fountain, ten syrup cocks. One Two Light Mahogany Counter Case. One or two small old Cases.

HARLOW & SWEET, Apothecaries. 4 Smith's Block.

THE SPRING TERM OF East Corinth Academy,

will commence on the LAST TUESDAY OF FEBRUARY, and continue eleven weeks.

The School is in a prosperous condition, under the instruction of MR. F. F. LEIGHTON, the present popular teacher.

Norombega Hall.

3 NIGHTS ONLY.

TUESDAY, WEDNESDAY, & THURSDAY, Jan. 30th, 31st, and Feb. 1st,

TRIUMPHANT & ENTHUSIASTIC Return of the Favorites!

CEAS. A. WING, MANAGER. AND THEIR ADELPHIAN Comedy and Burlesque Company

Together with BRASS BAND ORCHESTRA, and also that MYSTERIOUS WONDER the GREAT MONADIC, in his changes.

For particulars, see Programmes, Posters and the Lyceum. Admission as usual. Reserved seats at D. Bugbee & Co's, Kenduskeag Bridge. Doors open at 7, curtain rises at 8.

W. C. REED, Agent.

FOR SALE.

Rare Chance.

A well established

HAT, CAP AND FUR

business in Boston. Location best in the city. Rent only $900, on lease. The stock is clean and the business paying handsomely. Capital required, about $600. Ill health cause for selling. Address HATTER, Herald Office, Boston, Mass.

ART JOURNAL, News and other English publications, supplied at

DUREN'S Bookstore.

THOS. W. VOSE,

Lawyer, and Notary Public,

Room No. 10, Wheelwright & Clark's Block, Bangor, Me.

J. H. CLERGUE,

127 Exchange St., Ladies, and Gent's WIG-MAKER AND Hair Manufacturer,

Where can be found a large Assortment of latest styles Chignons, Braids, Switches, and Curls, Wigs, Half-Wigs, and Front Pieces. Old Hair repaired at short notice. Also an assortment of Yankee Notions and Fancy Goods.

New Music Store.

At No. 5, Gothic Block, Main St.

A general assortment of Musical Instruments, viz: Flutes, Fifes, Clarionets, Flageolets, Piccolos, Music Boxes, Accordeons, Flutinas, Concertinas, Violins, Bows, Guitars, Banjos, Tamborines, Drums Drumheads, Snares, Strochers, Violin and Guitar Boxes.

Strings of all kinds, best quality.

S. F. COBB.

Your father and mother used to take a dose of old Dr. HARDY'S BITTERS for bilious attacks, and always found them good.

Hadn't you better have a bottle in the house?

WM. H. HARDY, Proprietor, Boston.

WM. R. MANN, 45 West Market Square, Bangor, Agent for Maine. Jan18

FURS! FURS! FURS!!

Closing Out Stock,

At T. Hersey & Co.,

Pickering Block, Main Street.

ATTENTION.

A good ticket from our cash weekly profit from 50 to 100 per selling the PATENT P. M. LOTTERY. [illegible]

E. A. HOLDEN, Gen'l Agent.

ADAMSON'S COUGH BALSAM, At BUTLER'S.

CONSTITUTIONAL CATARRH REMEDY. At BUTLER'S.

SOLANDER'S SUCBU, At BUTLER'S.

TOILET AND FANCY GOODS, a full line, At BUTLER'S.

THE LARGEST ASSORTMENT OF IMPORTED CIGARS, At BUTLER'S.

Bargains in Boots & Shoes,

Bargains in HATS AND CAPS, Bargains in LADIES' FURS, Bargains in GLOVES & MITTENS,

AT

BISHOP & BOURNE'S.

3 Main Street.

Two Hundred Cords

DRY SLAB WOOD

FOR SALE.

Orders for delivery left at 62 Exchange Street, will receive prompt attention.

PALMER & JOHNSON.

Bangor, Dec. 29, 1871.

EDUARDO DE ANGUERA,

Piano Forte Tuner, Regulator and Repairer

PRICES FOR 1872.

Square Piano by the year,	$6.00
Grand Piano by the year,	12.00
Upright Piano by the year,	10.00
Square Piano, Single Tuning,	2.00
Grand Piano, Single Tuning,	4.00
Upright Piano, Single Tuning,	4.00

Regulating and repairing, extra charge.

Orders left at Chandler Hall's, Main Street.

Pianos selected without commission. No cheap work done. Jan8

POTASH.

A lot of PRIME POTASH, just received, and for sale by the

CASK OR POUND by

BLOOD & ROWE.

At Boston Prices,

A complete stock of goods in the

DRUG, PAINT, AND OIL LINE,

for sale as above by

BLOOD & ROWE.

dec11 121 Exchange St.

FURNITURE WAREHOUSE,

64 and 66 Main St.

G. W. Merrill & Co.

Manufacturers, and wholesale and retail dealers in all kinds of

FURNITURE,

Upholstery Goods,

Lace and Damask Curtains,

Feathers, Mattresses, &c., &c.

Our stock of Furniture is the largest in the State, and consists of all the various and latest styles of

PARLOR, CHAMBER, DINING ROOM, LIBRARY, AND OFFICE FURNITURE.

Our goods are all of first class manufacture, and our prices so low as to defy competition anywhere.

Agents for the wonderful

Woven Wire Mattress,

The Best Bed in the World.

At this, the beginning of the new year, I take occasion to return our thanks to the public for the very liberal patronage bestowed in the past upon our long established house, and we trust, by dealing fairly with all to merit a continuance of the same. Our patrons may rest assured that the Furniture they purchase of us is all we recommend it to be.

G. W. MERRILL & CO.,

64 and 66 Main St.

Bangor, Dec. 30, 1871. 52aw4w

Gas Fixtures.

Having made additions to my former Stock, I am prepared to furnish to any quantity, every description of GAS FIXTURES, consisting of

Chandeliers, Brackets, Portable or Table Lights, Standards Store and Billiard Pendants, and Burners of all kinds.

A Large Variety of Patterns of

GLOBES AND SHADES

May be found at my Salesroom,

No. 2 1-2 East Market Square.

GAS and STEAM FITTING in all their branches. Parties intending to heat with steam or light with gas will please give me a call.

Also General Agent for the

Springfield Gas Machine,

the best and cheapest gas Machine now in use. Every machine warranted.

J. BURBANK.

Bangor, Dec. 19, 1871. d&w51

ALL PERSONS

THINKING OF BUYING

PIANOS

Will find it to their advantage to call at our Rooms, and thus learn our prices and test the quality of our goods, as our aim is to give our customers

The Best Goods in the Market,

At Prices Lower than the Lowest.

You can prove this by calling.

PATTEN & WHEELDEN,

Masonic Block, Main St., Bangor.

Dried Apples.

TWO TONS CHOICE KENNEBEC DRIED APPLE, for sale by

SKAGG & WESCOTT,

34 Broad St. and 15 Pickering Square.

BANKRUPT NOTICE.

The Bangor Daily Whig and Courier, and Bangor Weekly Courier, have been designated as the official newspapers in Bangor for the publication of notices of proceedings in Bankruptcy.

By the amendment of July 14th, 1870, of the Bankrupt Act, the payment of a dividend is not required to entitle petitioners in bankruptcy to a discharge from debts contracted before January 1st, 1868.

CHARLES HAMLIN, Assignee in Bankruptcy.

CHARCOAL.

Constantly on hand at our Wood Yard,

A SUPERIOR ARTICLE OF CHARCOAL.

All orders left at our office, rear Kenduskeag Block, will receive prompt attention.

J. H. ROBINSON & CO.

oct3 tf

White & Leonard

DEALERS IN

WATCHES, CLOCKS, JEWELRY and MUSICAL MERCHANDISE.

Agents for the Patent Accomplishing Spectacles.

No. 2, Kenduskeag Block.

Watches, Clocks and Jewelry repaired.

Auction Sales.

E. B. PATTEN

COMMISSION MERCHANT AND AUCTIONEER

No. 27 MERCANTILE SQUARE.

Special attention given to the sale of Real Estate at Private or Public Sale. Parties having Houses, Farms, or other Property for sale are requested to register a description of the same at office.

Knives and Forks,

Carvers and Forks,

Butcher and Bread Knives,

Plated Spoons and Forks,

Blankets and Quilts,

Shawls and Robes,

Table Linen, &c., &c.,

At private sale.

J. B. FOSTER,

General Commission Merchant

AND

AUCTIONEER,

OFFICE, M. M. M. Insurance Office,

25 West Market Square.

R. S. PRESCOTT

REAL ESTATE BROKER,

Commission Merchant, Auctioneer

AND

GENERAL APPRAISER.

No. 12, - - - Central Street.

BANGOR VACUUM CURE

Ladies and Gentlemen who are afflicted with disease of any type, do not fail to try the VACUUM TREATMENT, practiced by

DR. C. T. NORCROSS,

At Room No. 6, Strickland's Block.

The most wonderful cures are made without medicine or pain.

I repeat,

TELEGRAPHIC
TO THE
Daily Courier.

MAINE NEWS.

DEATH OF AN OLD CITIZEN.

AUGUSTA, Me., Jan. 30.

Joseph Burton of this city, who was run into about a week since by a boy coasting on the sidewalk, died this afternoon from the effects of the accident. Mr. Burton has held the office of Register of Probate for Kennebec county for the past eighteen years. He was seventy-five years of age, and was held in universal respect and esteem by the citizens of this county.

COMMITTEE WORK.

The Committee on Banks and Banking have decided to report a bill taxing Savings Banks deposits a State tax of one half of one per cent.

The hearing on the petition for a railroad from Bath to Portland has been assigned for Tuesday next.

DOMESTIC NEWS.

FROM WASHINGTON.

COMMERCIAL WORKS.

WASHINGTON, Jan. 30.—The House Commerce committee agreed to lay aside the order of business and bills before the House for action, so that the Sundry Appropriation bill shall be first, the Navy bill next, and the Post Office bill third. Under the rule after the Post Office bill was passed. They agreed that bills to prevent buildings in any part of the country should be reported shortly, so that each district may attend to its own improvements and not be tacked to other appropriation bills as heretofore. Given the case.

FORT WASHINGTON IMPROVEMENTS.

The House Committee on Elections today decided against the claim of Mr. Wells, the latter being the Democratic contestant from the third district of Maryland.

THE TARIFF BILL.

The Ways and Means committee in Pursuance of their vote of Tuesday, reported back the tariff bill with the recommendation that it do not pass. Mr. Kasson, Republican, and several other gentlemen, in behalf of the present duties, urged the committee to report a bill to the House. Representatives of New England and New York were also present, to urge the retention of the duties on Coal, having continued to increase, and to hear arguments on behalf of banks operating under the act of 1863, relating to foreign shipping, trade from New York to Boston, they do not deem it advisable to encourage the present wasteful application of timber growth of the country. Last year forests by the impossibility of such duties, the capital represented by these forests has may be estimated from seventy to one hundred millions of dollars. Mr. Wells, of Arlington and Whitehall, showed the disastrous effects of the duties on our foreign shipping to the committee. The impression prevailed that lumber and other articles would come in free. The committee will report a bill to the House, taking the duties off lumber and other articles, and placing coal on the free list. The committee will report a bill to the House, taking the duties off lumber and other articles, and placing coal on the free list.

It appears that the audit bill signed by the Governor forbids payment of any debts in excess of appropriations, and additional legislation will be necessary before more of the city creditors can be paid.

Conkling, the alleged Market Bank defaulter, is believed by the receiver to be in Canada.

Wood's Museum has been sued for an infringement of copyright of the drawbridge scene in the sensational drama of "On Hand."

BOSTON.

A BUBBLE BURST.

BOSTON, Jan. 31. A prominent "Commercial Agency" established two months since on Devonshire street by Jefferson and Henry Brock, brothers, failing from New York, collapsed to-day, leaving one hundred young men and girls employed as clerks, without their pay. Many of them destitute, and among strangers. There are also numerous creditors for stock and fixtures and merchants bill on their advance payment. It is said the Brocks have fled to Canada.

JUST FINE.

In the Southern District Municipal Court, today, Robert Smith was fined $20 for not notifying the proper authorities of a case of small pox in his family. He appeals to a higher court.

BANK ROBBERY TRIAL.

Thomas H. Pratt, a witness for prosecution in the case of Glover on trial for robbing the Boylston Bank, testified to-day that shortly after the robbery, he visited Glover's house, where he received $10,000 of coupon bonds of the Boylston Bank. At different times thereafter Glover gave him $40,000 or $50,000 in bonds of the same bank, some of which were coupons and others registered bonds. The defense will commence to-morrow.

NOTRE CAROLINA

U.S. SENATOR ELECTED.

RALEIGH, Jan. 30. Gen. M. W. Ransom of North Hampton was to-day elected U. S. Senator by the following vote: In the House the whole number of votes cast was 97, of which Ransom received 60, and there were 15 scattering. In the Senate the whole number of votes was 34, Ransom receiving the entire number. The Republicans took no part in the election, claiming that the Legislature had no right to elect a Senator at this time.

SECRETARY OF STATE AND SECRETARY OF STATE INDICTED.

WASHINGTON, Jan. 30. A special despatch to the News from Austin, reports that the U. S. Grand Jury has found a true bill against Davis and Secretary of State Newcomb on account of irregularities in the late election.

LOUISIANA.

THE CONGRESSIONAL INVESTIGATION.

NEW ORLEANS, Jan. 30. The Congressional Committee commenced their investigations this morning in the U. S. Court room in the Custom House building. Gov. Warmouth having been previously consulted, stated that he had no objection to the Committee using the Court room. If the Governor had objected, the Committee would have met elsewhere. Only one witness was examined—J. Henri Burch, (colored Carbetta.) His statement covers a wide range. The object of the Committee seems to be to hear a general statement from each member of each section, in order to arrive at the points that require their attention. The statement telegraphed yesterday in the 11th inst. as to how the Legislature is made up, using the Wheyland case, covers Burch's statement to-day, regarding some half a dozen members. Burch will be called to-morrow.

MORE RAILROAD HORRORS.

ON THE ERIE ROAD—ONE PASSENGER FATALLY INJURED.

HARRISBURG, Pa., Jan. 30. Several persons were injured, one fatally, by the Erie train last night running off the track at Lockhaven, and burning two passenger coaches, one sleeping and a baggage car. The express car was saved by throwing the contents of the stove into the safe, by which a large amount of money was burned.

ON THE LOUISVILLE ROAD—TWO FATALLY INJURED.

CINCINNATI, Jan. 30. By the breaking of a coupling, the express and passenger cars were thrown on a platform at the Eagle Station depot on the Louisville road, yesterday. Express Messenger McDermott was badly bruised, Geo. Roswell had several ribs broken, and Joseph Johnson and Mr Hampton were fatally injured. The express car was totally wrecked.

MISCELLANEOUS.

OBITUARY.

FITCHBURG, Mass., Jan. 30. Mrs. Crocker, wife of Hon. Alvah Crocker, Representative in Congress from this District, died last night after a long and painful illness.

LOUISVILLE CANAL APPROPRIATION.

CINCINNATI, O., Jan. 30. A committee has been appointed by the Chamber of Commerce and the Common Council to proceed to Washington to receive the appropriation of $100,000 for the completion of the Louisville canal.

APPOINTMENTS.

S. Ensign has been appointed subs itute for J. R. Grant, as Postmaster of Covington, Ky., during the sickness of Grant.

SUICIDE.

BOSTON, Jan. 30. Chas. Kelley, Cashier in the freight department of the Hartford & Boston railroad, in this city, hanged himself last evening. No cause assigned. He leaves a wife and three children.

BROKE JAILS.

NEW YORK, Jan. 30. A Camden, Arkansas, despatch states that five prisoners, named Tom Trammell, murderer, and Howell, committing rape—both under sentence of death—one longer, the other two charged with murder, all escaped from jail there Sunday, by the aid of outside accomplices.

BOILER EXPLOSION.

LANCASTER, N. H., Jan. 30. Yesterday afternoon the boiler of a forty horse power engine in J. B. Summers' saw-mill at Bath, exploded, demolishing the engine house and seriously injuring Dan. McLeod, the engineer.

FIRES

JEFFERSON, Texas, Jan. 29. A fire to-day originating in Needham's agricultural warehouse, destroyed the upper stories of buildings on the south side of Delaware. The Jefferson Times was destroyed. Loss estimated at $20,000, insured for $70,000. L. L. Bloomingdale was killed by the falling walls.

GALVESTON, Texas, 29. A fire at Corpus Christi destroyed a block of buildings in the business part of the town. The loss is not stated.

RICHMOND, Ind., 30. Paddock's planing mill was burned last night. Loss $15,000.

NEW YORK, 30. A Scranton despatch says the disastrous fire of last night is thought to be subsided, broke out this morning again. The post office and several buildings were burned. Loss $7,000.

NEW YORK, 30. A fire this morning damaged the 22d regiment armory $1000; insured.

NEW YORK, 30. A fire at Goshen Saturday night burned 50 head of choice cattle and 6 blooded horses, the property of Abraham Ryerson.

Two dwellings and a jewelry store in Bound Brook, N. J., were burned yesterday. Loss $7000.

THE WEATHER.

WAR DEPARTMENT,
OFFICE OF THE CHIEF SIGNAL OFFICER,
WASHINGTON, Jan. 30—7 P. M.

Probabilities.

The barometer and temperature will probably rise slightly on Wednesday in the Middle and Eastern States. A falling barometer with southeasterly winds prevails very generally east of the Appalacqian range, with cloudy weather. The northerly winds will veer to the northeast and east, with cloudy weather in the South Atlantic and Gulf States, and probably rain from the Alabama coast westward.

UTAH.

THE MURDER CASES.

SALT LAKE, U. Brigham Young advertises this evening in the church newspaper that in 1866 he offered a reward of $500 for the arrest of the murderers of Dr. G. L. Robinson, but now in consequence of sudden giving the lives of innocent men, the which drawn that offer.

To-morrow afternoon the Chief Justice will hear the motion of G. R. Maxwell, Attorney High, to admit all the prisoners to bail with bonds, to call. The city of the Saints is connected by telegraph from Ogden, Corinne and Salt Lake; and to date, no trouble has occurred.

CHICAGO.

FOUND GUILTY.

CHICAGO, Jan. 30. Ex-Alderman J. A. Mondamery was to-day found guilty on an indictment of bribery. The case of Alderman Busse was taken up and considerable testimony was elicited.

FORTY SECOND CONGRESS—SECOND SESSION.

WASHINGTON, D. C., Jan. 30.

SENATE.

A bill appropriating $50,000 for the Japanese embassy was passed.

Mr. Davis of Kentucky gave notice that on Friday he will call up his resolution on executive legislation.

At the expiration of the morning hour the Amnesty bill was taken up.

Mr. Salisbury spoke at length in favor of the bill. In conclusion he denounced Mr. Sumner's civil rights amendment as an attempt to degrade white men to the level of colored men.

Mr. Schurz followed with an elaborate speech in favor of universal amnesty. He said there was no longer any reason for refraining from an attempt to make it apply to classes laboring under political disabilities at the South. He therefore moved to strike out all exceptions from the bill, believing that the reasons which make it desirable that there should be amnesty at all, make it desirable that the amnesty should be universal. The wickedness and terrible consequences of the rebellion had been adduced by Mr Morton and others as a reason against amnesty. But if the rebellion had been still more wicked and its consequences still more terrible (Schurz) could not permit himself to forget that, in dealing with this question Congress had to deal with the past but the present and future interests of the South and whole country.

Mr Ross spoke at length against the bill, after which Mr Robertson gave notice that he would ask the Senate to sit to-morrow until a vote was had on the bill.

Adjourned.

HOUSE.

A bill was passed providing that merchandise conveyed either by boat or rail from the port of arrival to an interior port of destination, shall be under the exclusive control of the customs officers and inspectors stationed at proper points, or of boats or trains, at the expense of the transportation companies, the merchandise not to be unladen between the port of arrival and destination except authorized by the Treasury regulations, and no breakage of an original package will be allowed.

Resolutions were adopted authorizing the Banking Committee to send for persons and papers in conducting the examination into the causes of the recent suspension of National Banks.

A bill was passed extending the Statute of limitations for the prosecution of persons for bounty jumping from 3 to 5 years.

A bill for payment of the French spoliation claims was reported.

A bill was passed to pay the fees of respondents, witnesses in extradition cases.

A bill was passed to prevent further smuggling, providing that Collectors of Customs and Internal Revenue report to the District Attorney, within ten days all fines and forfeitures, and making it the duty of the District Atty to immediately commence prosecutions for the recovery thereof.

Mr. Butler reported a bill to further regulate the appellate jurisdiction of the Supreme Court. It increases the existing minimum of limitation of $2000, as the value of matter in dispute, to $5000, and allows criminal cases to be certified from the Circuit Court to the Supreme Court for review of doubtful law questions. At the expiration of the morning hour it went over.

The House concurred in the Senate amendment to the apportionment bill. It extends through seventy printed pages, and apportions a cut five and a half millions.

A discussion on the different policies of treating Indians asted a couple of hours, and the Committee rose after having passed as far as page six. Adjourned.

FOREIGN NEWS.

SPAIN.

DISTURBANCE AT BARCELONA.

Madrid, Jan. 30. There was a disturbance at Barcelona, yesterday, caused by the resistance of the people to the payment of excessive octroi duties. A large mob assembled at one of the gates of the city and threatened the custom officers with violence. The police interfered, some shots were fired, and the rioters were dispersed with difficulty. The city has since been quiet. Little importance is attached to the affair, which is purely local, and a renewal of the trouble will hardly be expected.

THE NEW DOMINION.

THE BOAT RACE.

Special to the Evening Traveller.

Halifax, N. S., 30. Mr. Fulton of St. John has refused Brown's offer to row at Bedford basin, or on the Kennebecasis. Instead he proposes Springfield, Mass. Brown's committee will finally offer to row on the Kennebecasis, and if not accepted the race will be declared off.

ICE.

The City of Halifax from St. Johns, N. F., yesterday passed 70 miles of field ice.

NO MAIL.

The courier from Canada having expired none will go to England on the next trip.

THE WASHINGTON TREATY.

The opinion prevails that the Dominion government will accept the Treaty of Washington. In the Parliament it is known that a large majority is in favor of it.

LATEST

MONETARY AFFAIRS.

NEW YORK, Jan. 30.

Money on call 5 & 6 per cent.
Foreign Exchange at 109½.
American gold dull and steady at 109½ a 109¾.
Carrying rates 2 a 7 per cent.
Government bonds quiet and steady. State bonds dull and nominal. Tennessee's which were firm.
Stocks in the morning advanced 1 a 1½ per cent, but in advance was out in the afternoon, closing steady.
Government securities closed at the following quotations:

U. S. Sixes (coupons)	1881	113
U. S. 5-20s (coupons)	1862	110
U. S. 5-20s (coupons)	1864	110½
U. S. 5-20s (coupons)	1865	111
U. S. 5-20s (coupons)	1865 (Jan. and July)	110½
U. S. 5-20s (coupons)	1867	112
U. S. 5-20s (coupons)	1868	112
U. S. 10-40s (coupons		109
Currency Sixes		114½
Central Pacifics		92½
Union Pacific, 1st mortgage,		92

The stock market closed firm this afternoon at the following quotations:

Western Union 72¾ Pacific Mail 56¾; Boston Water Power Company 40; N. Y. Central & Hudson River Railroad Company 97½; Harlem Railroad Company 136; Reading Railroad Company, 104½; Michigan Central Railroad Company 115; Lake Shore and Michigan Southern Railroad Company, 90½; Illinois Central Railroad Company 138. Cleveland & Pittsburg Railroad Company 90; Chicago & Northwestern Railroad Company 70½; do preferred 81; Chicago & Rock Island Railroad Company 110½; Pittsburg & Fort Wayne Railroad 97½; Wabash Railroad Company 73; Erie Railroad 51½; preferred 66; Ohio & Mississippi Railroad, 40½; Hospital & Erie 34.

MARKETS

NEW YORK, Jan. 30.

Cotton advanced — sales 3208 bales — middling uplands at 23¾.
Flour — sales 5,500 bbls — State and Western dull and heavy — State, 6.75 a 7.25; Western 6.75 a 7.40; Round Hoop Ohio, 6.60 a 7.50; Southern, 6.75 a 9.50.
Wheat — sales 60,000 bushels — New Red Western, 1.60 a 1.65; No. 1 Spring, 1.54 a 1.56; No. 2, 1.50 a .52.
Corn — sales 112,000 bush — new mixed western, 72 a 74, afloat, closing at 73 a 74.
Oats dull — sales 19,000 bushels — Ohio, 53 a 56.
Beef steady.
Pork nominal — sales 900 bbls. — New mess 14.62 old dec. 13.50 a 13.62.
Coffee — Rio 19½ a 22.
Sugars quiet — sales 900 bbls — New Orleans 10 a 9¾.
Rice quiet at 7½ a 8¼.
Lard is 9¼ a 9½.
Sugar is dull — Muscovado, 9 a 9¼; Fair to good refining 9 a 9½.
Naval Stores — Spirits Turpentine at 72½ a 72½; Rosin at 4.75.
Tallow at 9 a 9½.
Freights — to Liverpool — Cotton per steamer, 3/4 cotton per sail 3/4.

CHICAGO, Jan. 30.

Flour nominal.
Wheat — No 2 Spring, 1.23½.
Corn closed dull — No 2 mixed, 40½ a 41.
Rye quiet Sales — No. 2, 68½.
Barley firm — No. 2 Spring, 61 a 61½.
Pork firm at 12.15 a 12.20.
Lard nominal.

LATEST NEWS IN BRIEF.

The trial of Mrs. Sherman, the Derby, (Conn.) poisoner, has been postponed until Wednesday Feb. 7.

A bill was introduced in the New Jersey House on Monday, repealing the note of 1870 and 1871, and [illegible]

Alderman M. P. Bailey of Chicago, charged with [illegible] William Crouch for his indictment in securing the pay[illegible]

[illegible] the stage or even turning his back to the audience, are wonderful and excelled everything of the kind ever seen here. The company appears again this evening with change of programme.

A NEW ARTICLE FOR DUTY. One of the Dominion Customs officers at McAdam, Mr. Connolly, has, we learn, notified the officers of the trains coming from Bangor to St. John that the package containing the Bangor WHIG AND COURIER must be entered for duty and will be subject to a charge of fifteen per cent. *ad valorem* as printed matter. The package of paper referred to is small and is put up in the form of a roll in a wrapper open at both ends. The railway people do not think it worth while to charge freight on so trifling a thing and there does not seem to be any reason why the Customs Department should take any notice of it; besides, it was never contemplated that a Customs officer of the Dominion should collect two cents a day on a few newspapers coming to St. John, just because they happen to be published in Bangor. We presume that Mr. Connolly is only acting under instructions from his superior officer and is not, therefore, to blame. As the Minister of Customs is now in New Brunswick and will be in the city in a day or two he will, no doubt, give his attention to the matter and remove the additional restriction it is thus proposed to place on the circulation of newspapers.—*St. John Telegraph.*

A PLEASANT OCCASION. Our correspondent writes that at a special meeting of Rising Sun Lodge, No. 71, F. and A. M., held in Dirigo Hall, Orland, on Tuesday evening last, the D. D. G. M., J. M Nevins of the 4th Masonic District, was present on his annual visit of inspection, accompanied by P. M., A. F. Page. The Lodge was closed at 8 o'clock, when the members were surprised at having the room filled with Masons' wives and daughters, whose arms were loaded with the choicest viands. The object of the visit was announced by Mrs. F. H. Chase, as follows:

W. M., Officers and Members of Rising Sun Lodge—Entertaining the greatest respect for your ancient and honorable Order, and taking advantage of the privilege which Leap Year so kindly gives us, we become uninvited to visit you in your sacred retreat. We hope we do not presume too much, and if we find you as pleased to see us as we are happy to be here, we shall be sure of a warm welcome."

To this, the W. M., in behalf of the Lodge, replied in an appropriate speech, placing the room at the disposal of the ladies, whom he warmly welcomed. After partaking of the collation, the remainder of the evening was very pleasantly passed in a social manner.

BANGOR POLICE COURT:

BEFORE JUDGE CLARK.

Tuesday, Jan. 30th—State vs. Geo. Nathan, drunkenness and disturbance; fined $5 and costs.

CITY AFFAIRS.

IN BOARD OF ALDERMEN,
Jan. 30, 1872.

Report of Committee on Finance, on petition of Cashier of Howard National Bank, Boston, relative to loss of coupons on city loan due in 1859. Accepted.

Of same on petition of Alonzo Barnard for city to surrender to him his note for $210, accepted; and order for same to be done, passed.

Order for City Solicitor to proceed to Augusta and urge the passage of the bill now before the Legislature for extension of York St., passed.

A convention of the two Boards was held for the consideration of the subject of aid to the Northern Aroostook Railroad Company at the request of the Committee, to ascertain the feeling of the City Government in the matter, and an informal vote was taken; that the line to be aided be the main line so called, to Van Buren or Letter G; fixing the sum at $10,000 per mile, sufficient guarantees to be given by the E. & N. A. Railway Co. for payment of interest and bonds. In case of disagreement upon subject of a tariff, the matter to be determined by three arbiters, one to be appointed by the Governor, one by the Chief Justice and one by the city of Bangor.

Report of Special Committee on Bridges, on construction of Central St. bridge, accepted; and order for Street Engineers to advertise for proposals for construction of same, passed.

IN COMMON COUNCIL.

Report of Committee on Finance in reference to loss of city coupons, accepted in concurrence.

Order that the Mayor direct the City Solicitor to proceed to Augusta to urge the passage of the bill in regard to the laying out of York St., passed in concurrence.

Report of Committee on Finance in reference to petition of Alonzo Barnard, accepted in concurrence.

Report of Joint Special Committee in regard to Central St. bridge, accepted in concurrence.

Order that the Street Engineers be directed to advertise for proposals for the construction of Central St. bridge passed in concurrence.

NEW RAILWAY SCHEME. In the Massachusetts Senate on Saturday, Mr. Frost of Suffolk introduced a bill to incorporate the Boston & Portland Railway, Trust Company, which was referred to the Committee on Railways.

The bill is substantially the same as the plan of Mr. Crane, for the formation of trust companies, proposed last year by Mr. Crane of Boston, and provides that the Company shall have a capital stock of $21,000,000 divided into shares of $100, none of which is to be sold at less than its par value in cash.—It proposes to unite the Boston & Maine and Eastern Railroads, and to pay for the stock of the Boston & Maine not more than $162 per share, and for the Eastern Railroad not more than $125 per share, and the amount of claims and bonds at their par value with interest. The capital stock of the company is to be twenty-one million dollars, divided into shares of $100 each, of which 35,000 shares shall be issued to the Treasurer of the State as a railroad sinking fund; the dividends to be applied by the Treasurer to the purchase of stock provided he can do so by paying a premium of not more than fifteen per cent.—In the month of January, 1900, the State shall take all the shares of the corporation which it shall not have previously have acquired, paying therefor $100 in gold or its equivalent, and will pay any deficiency in the amount of dividends at the rate of three dollars per share in gold.

The corporators are Francis Cogswell of Andover, George M. Browne, Franklin Haven, George C. Lord and Seth Adams of Boston, Charles F. Choate of Cambridge, George O. Brastow of Somerville, Albert H. Hoyt of Boston, George Cogswell of Bradford, Cyrus Wakefield of Wakefield, John E. Lyon of Boston, Geo. Johnson of Bradford, Nathaniel G. White of Lawrence, Henry Williams and Otis P. Lord of Salem, George L. Ward of Boston, Geo. P. Cox of Malden, Daniel Saunders, Jr., of Lawrence, James N. Buffum and Wilder S. Thurston of Lynn, Joseph H. Converse of Cambridge Leopold Morse of Boston, William C. Todd of Newburyport, John I. Baker of Beverly, Benjamin E. Bates of Boston, Samuel E. Sawall of Melrose, James H. Carleton of Haverhill and Thomas W. Pierce of Topsfield. It is stated that all the corporators have agreed to serve, and the $3,500,000 in a sinking fund, with its accumulations, will purchase the roads before the year 1900.

BUSINESS ITEMS.

MRS. FOOT has removed from the Franklin House to Union Block, over Alden's Drug Store, where she will offer a good assortment of Millinery Goods, [illegible] manufacturing, Stamping on Corset Linings [illegible]

Those of our readers who wish to dispose of any securities at the highest price, or who have funds to invest surely and profitably will find to Messrs. STONE & DOWNER, of Boston, (whose advertisement appears in another column,) all the qualities to be expected of bankers and brokers. These gentlemen enjoy the confidence of all who have had business relations with them during the long period of twenty years, and have the sagacity and ability which only a long and untiring application to business can give.

We are aware of the importance of checking a common cold or cough in its first stages, before it has an opportunity to work upon the lungs to such an extent as to produce serious results. The best remedy for this, checking, healing, and curing, that we know of, is ADAMSON'S BOTANIC COUGH BALSAM. Sold at 35 cents a bottle by Druggists and Medicine Dealers. jan24 eodtw&w5

THE YOUNG CHIEFTAIN.—A CAUTION TO ALL WHOM THIS MAY CONCERN IN THE UNITED STATES OR TERRITORIES.—Any person or persons, or company, making the lap-stitch seam or any part or parcel thereof, top or bottom, tips, counters, side lap-stitch seams, or any part thereof, on the moccasin-boot or shoe pac, or any part of our patent moccasin-boot or shoe pacs on a machine or by hand, without the consent of the patentees, all such offenders or aggressors will be prosecuted according to law.

J. C. RANDLETT & CO.,
Bangor, Me.

J. C. RANDLETT, 3d P. KELLIHER.

A PERFECT SEWING MACHINE. Customers should examine the "Keystone" before purchasing, at E. C. NICHOLS & CO.

"Good morning, John, where are you going?"

"To CHASE'S Clothing Store, of course, where everybody who wants to buy Clothing cheap should go."

Are you in want of a suit of Clothes? If so, go to Chase's and get a suit; and if you get it in there, they will be made good and durable, and when he sells a person a suit of Clothes he sells them in so satisfactory a manner that when they want another suit they go to the store where they will buy them.

Do you want your clothes made up in better style than can be obtained elsewhere? If so, remember that Chase's Store keeps the nobbiest styles of goods, and they are made up better than any of his competitors can make them. Bear this fact in mind, and tell it to your father, mother, son, cousin, second cousin, and to all your uncles in the country, for although facts are stubborn things to get over, nevertheless the good news should be spread. It is a lamentable fact that virtue gobbles up its own reward. You can save forty per cent and get a first-class garment, for a small amount of money. He only asks you to satisfy yourselves before you buy. Go and see the goods and learn the prices, then price the same class of goods in the city or out of it, and satisfy yourselves that it is as he says. Any garments bought at this store can be returned, and the money will be refunded if not perfectly satisfactory, and are not soiled. He keeps a line of nice and durable goods well adapted to farmers' wants, and calls their especial attention to his stock. He proposes to deal fairly and honestly with all men, and hopes to merit a good share of the patronage of the City and vicinity. Also, he has custom made garments of every description. Don't fail to go there. The people are fast finding out that the great sales of Clothing at Chase's Clothing House is no humbug; he does all he advertises to do. Clothing of superior quality, with every new style of goods for merchants, farmers, mechanics, and all classes and ages of boys and men, is now to be found at A. F. Chase's new store, which is noted for low prices and upright dealing. Prof. CHASE is ever at the board where he always gives his customers good fits. Remember the place, No. 1 Kendiskeag Block, East end Kenduskeag Bridge. Give him a call. jan23

ASTHMA ARRESTED.—FELLOW'S COMPOUND SYRUP OF HYPOPHOSPHITES.—Wasting of the tissues of the body is arrested, the muscles made firm, and the nerves regain their power by using Fellow's Compound Syrup of Hypophosphites.

Not among the least of the invaluable properties of Miss SAWYER'S SALVE are its beneficial effects on the hair. Rubbed on the scalp in five or six different parts it promotes the growth of the hair, prevents its turning gray, and, on bald spots, it produces a new growth of hair. No lady should be without this invaluable article as an indispensable cosmetic for the toilet. It eradicates dandruff and disease from the head, and blotches and pimples from the face. dew

BYNDE HOTEL. Travellers have every reason to feel grateful to the proprietor of Bynde Hotel, for he has furnished them a comfortable home, which was exactly what was needed in that locality.

The Cause and Cure of Consumption.

To a primary cause of Consumption is the feebleness of the digestive organs. This disorganizes the blood and induces assimilation, by rendering the process by which the nutriment of food is converted into blood, and thence into the solids of the body. Persons with dyspepsia thus impaired, are predisposed to pulmonary disease, and will be very liable to have Consumption seize on their lungs. I had long had it as my opinion that if we could restore the stomach to a healthy state, so that it could digest and assimilate healthy blood, the disease would be cured. Acting on this idea I tried a variety of remedies, but found none that would do the required work, until I at last found a medicine which did what I had long thought should be done, viz: it strengthened the stomach, and gave it the power to digest and assimilate healthy blood, and then it did not stop there, but it went to the lungs, and healed the diseased tissues, and restored them to a healthy state. For this purpose, the purest and best remedy, Schenck's Mandrake Pills, I have found invaluable. These Pills cleanse the stomach and bowels of the foul load and morbid slime that is so fertile a source of disease, and cause the digestive organs to do their duty healthily and vigorously. They will then act on the liver of all diseased bile, and accomplish the same result, and arouse the torpid liver to healthy action, by which natural and healthy bile is secreted.

With the stomach, bowels and liver are thus put into a healthy condition, by using Schenck's Mandrake Pills; but there remains to be some one of the organs of the system, which, if left in a state of disease, will prevent the cure from being complete. This is the lung, which, if left in a state of disease, will prevent the cure from being complete. This is the lung, which, if left in a state of disease, will prevent the cure from being complete. This is the lung

HASTILY IMPORTUNATE, GONE TO HIS DEATH.

[illegible] Abner Brown, and she inflamed his [illegible]

[illegible] Abner like a sleuth-hound on [illegible] to encounter him, wherever Abner [illegible]

[illegible] Abner in a state of chronic discontent [illegible] Abner, and hang right on and [illegible] smiling against would Abner burn [illegible]

[illegible] be strove that agent's mistaken to avoid. [illegible] that he would no longer be an [illegible]

[illegible] agent was specially instructed [illegible] Abner to the place of business. [illegible] better take a policy [illegible]

[illegible] Abner still clung fiercely to the possession of [illegible]

[illegible] not that agent's writing [illegible] kill him then and [illegible]

[illegible] per [illegible] ever anywhere [illegible] again held stay him then and [illegible]

[illegible] per [illegible] would pay like to show [illegible] agent's [illegible] for a year [illegible]

[illegible] the business [illegible] the business agent's [illegible] Abner [illegible] that the business agent's [illegible] Abner [illegible] intelligent woman [illegible] handsome once. Well [illegible] to renew the acquaintance [illegible]

[illegible] that no more shall [illegible] the little, dried-up maiden, Parmelia, [illegible] handsomely arrayed, and looking, rather said, [illegible] very industriously [illegible]

"[illegible] ladies will have [illegible] ds. The squire, with a [illegible] General Chatfield [illegible] she is like a [illegible] sunny, south-country [illegible] a fascinator—[illegible] my [illegible]

Mrs. Clio Marshall [illegible] ginia Harold, who was [illegible] one shrugged her white shoulders.

"Laying said Mrs. Marshall, when she spoke. "Is she [illegible] and rather easily [illegible] The little man laughed [illegible] twisted [illegible] watch chain.

"Sweet sixteen! not [illegible] yet, I am a judge. Mr. [illegible] some companion [illegible] her a slight [illegible] pretty creature! But you [illegible] and there's the [illegible]

Mrs. Clio Marshall adjusted her [illegible] with a decorous shake, [illegible] the finishing touches to chain, and [illegible] Lady Gossipatt [illegible] forward to look her [illegible] highbred old gentleman [illegible] old, gray and [illegible] dignified [illegible] Marshall.

"Beautiful [illegible] after they [illegible] down the long [illegible] Jenny but not his wife. [illegible]

"He couldn't have [illegible] you know," whispered [illegible] choosing from a tray of gentlemen, [illegible] like to think [illegible] looked a long [illegible] look, that by some people [illegible] be called a stare, at the rose-bud girl to whom the gallant veteran directed all his attention.

"Nonsense! [illegible] the quiet repose of manner, [illegible] slip ping water in country [illegible] as you! live. And [illegible] the [illegible] be anticipated every [illegible] at the water, for spite [illegible] drop of water on her precious [illegible] much of it. [illegible] general [illegible] day older, [illegible] handsome a regular Adonis—yes, [illegible] she appears to worship him! Look, dear, what [illegible] mean

"It means there's [illegible] somewhere," murmured the widow Abernethy, [illegible] I mean to find out."

That evening [illegible] were brilliant with company. [illegible] dazzling toilets from Stewart's [illegible] distinguishing Southern beauties; strong [illegible] English travellers, extremely reserved in their manners, [illegible] elegant twin Sisters from California Lady Gossipatt, the only [illegible] woman present—all style, by taking note of each other's dresses above coquettish opposites of rocking a little better than the rest.

Mrs. Clio Marshall, who generally had the pick of the company about her, had been captured by a bright little brunette—a bride, who had journeyed a few miles with the General and his wife—by whom Mrs. Marshall lost an attentive ear.

"Sole vest and [illegible] every, and utterly unworldly," [illegible] remarks, as Virginia Harold slipped into a chair which she had rolled toward them. "[illegible] must have been quite recently married," [illegible] continued, "for she talked a great deal about her country home and 'pa.' I recognized a description of 'pa,' who is a humble looking old man, very pale and tall, and a clergyman. He has a long, white beard, and blue eyes, and his hair shines like silver. According to her statement, she was his one ewe lamb, and I hope General Chatfield will keep on being good to her. Why one can see that he is over head and ears in love with her just now."

"I told you that she was a country girl," chimed in Jenny Harold.

Mrs. Clio Marshall dotted her lip and tapped the rich carpet impatiently with the tip of her pointed shoe.

"I'm sure I didn't know what to make of it," she said drearily, and a little aside.

Just then there was a stir and rustle. Gen. Chatfield was entering, and everybody turned to see the bride, whose beauty had made so strong an impression.

She came in, leaning on the General's arm—a wee thing, scarcely up to his military shoulders. Quite equal to the moment she seemed, and utterly unconscious of the furor she was exciting.

Her face was brilliantly beautiful and a little rich. The complexion was faultless; the teeth a gleam of white light under the exquisite tinting of her lips; her smile took one captive; her hair, confined by a slender golden wire, fell in profusion upon neck and shoulders, and shone like amber in the overflow of light. She was dressed in a rich blue silk, among the folds of which her disengaged arm shone enchanting; while as she gracefully lifted the long, sweeping train, [illegible]

The General—audacious one—went the whole length of the room before he was brought to a halt by Mrs. Clio. Marshall's glittering eyes. The rich widow had risen, nervously; her hand rested on Virginia Harold's shoulder, and the young girl could feel that she trembled.

(To be Concluded.)

COL. FISK AND UNCLE DANIEL.—It is now in order to recount anecdotes of the jearly life of the late James Fisk, jr., and the Table Talker, ever ready to contribute to the literature of the country, proceeds o relate the following reminiscence of the Prince's boyhood:

When Fisk was about ten years of age he kept a small market stall at Bennington, Vt. One day the eminent steamboat man, Daniel Drew, came to the market with his basket on his arm. He stared young Fisk in the eyes were fresh. "You bet," replied the ingenious boy, "pop pulled them off, the vines this morning." "Give me a dozen, sonny," replied Mr. Drew. The next stall was kept by Elphalet Buckram. "Is this pumpkin good my son?" asked the venerable stock broker. "It is a good enough Morgan," answered the truthful child, "but, sir, if you will examine that portion concealed from two scrutinizing view, by contact with the board forming the counter of the stall you will see that there is a bad spot in it." "Does not that seem unbusinesslike, my child, to cry down your own wares" asked the kind hearted aid conaire. "My sainted mother told me I must never tell a lie," replied the little lad. "Turn, Elphalet Buckram. The rich man was in moral tears, he took out his purse and gave Elphalet Buckram a pat on the head and said he was a good boy. When he had gone, Elphalet Buckram said to little James, "Oh, James, what mash you'll catch a fit. You know those eggs were laid three weeks ago. You will see that!" have games a customer and you have lost one." Well, when Elphalet came home, his stepmother came to the door and said, "Here you are, you lazy little thief, and you haven't sold that pumpkin yet! I'll pumpkin you!" And she took him in her stepmotherly arms and fanned him with an ox goad until he said he would prefer taking his meals off the mantle-piece for the next two consecutive days to sitting down with the family. And next day Daniel Drew came into the market "[illegible] and [illegible] as old inhabitants say,) and said: "Where is the boy that sold me those eggs?" and Jim Fisk pointed to Elphalet and said, "There he is, sir," and Daniel Drew followed the boy's stepmother's co-guest with his cane so effectually that—but never mind. So Daniel Drew bought all his garlicness of Jim Fisk. In after [illegible] Elphalet Buckram set up a grocery store and gave trust to all the poor people, and never sued one cent, and so didn't really lie himself with water, so he burst up and the shop sold him out and he went to the poorhouse. But Daniel Drew kept his eye on Jim Fisk, and by and by he gave him a partnership in the Erie firm, and Jim feat him out in $4,000. This is not a good story for good little boys. We fear it is too near the truth.

(Chicago Post.

AMERICAN AND FOREIGN PATENTS

R. H. EDDY,

SOLICITOR OF PATENTS

For Inventions, Trade Marks or Designs

No. 16 State Street, opposite Kilby Street, Boston.

After an extensive practice of upwards of thirty years, continues to secure patents in the United States, British Provinces, France and other foreign countries. Caveats, designations, assignments, and all papers for Patents made on reasonable terms with despatch. Records kept to determine the validity and utility of inventions, and legal and other advice rendered on all matters appertaining to the same. Copies of the claims of any patent in the United States, and information as to the expense of obtaining Patents or ascertaining the patentability of any invention, furnished free.

A necessity of a journey to Washington to procure a Patent, and the usual fees of Patent Agents, are unknown to this office.

TESTIMONIALS.

[illegible] Mr. Eddy as one of the most capable and [illegible] with whom I have had official intercourse.

CHARLES MASON, Commissioner of Patents.

[illegible] Mr. Eddy has made for me over TWENTY patents, for inventions, having been successful in every case, and I cheerfully and confidently recommend inventors to employ him when they need the services of a competent and faithful agent.

EDMUND BURKE,

Late Commissioner of Patents.

[illegible] Mr. Eddy has made for me over TWENTY patents, for inventions, having been successful in every case, and I cheerfully and confidently recommend inventors to employ him when they need the services of a competent and faithful agent.

JOHN TAGGART,

Late Commissioner of Patents.

[illegible] Eddy to the public that by mutual consent the firm of BANCROFT, EDDY & CO., is dissolved to take effect at the time of this date.

CHARLES WAGE.

Boston, Oct. 26, 1871.

DON'T FAIL

[illegible] Dr. Kimball's [illegible] Cough, Hoarseness, Sore Throat, Chest Lungs, &c. [illegible] a positive remedy. [illegible] Sold by Medicine Dealers. [illegible] Proprietors, Auburn, Me.

United States Mail.

MAINE

Post Office Department,
Washington, January 1st, 1871.

PROPOSALS are invited, at the Contract Office of the Department, until 2 o'clock p. m. of [illegible] 1872, (to be decided by the 20th) for carrying the mails of the United States from July 1st, [illegible] to June 30, 1875, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1872, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1873, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1874, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1875, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1876, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1877, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1878, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1879, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1880, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1881, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1882, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1883, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1884, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1885, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1886, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1887, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1888, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1889, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1890, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1891, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1892, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1893, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1894, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1895, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1896, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1897, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1898, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1899, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1900, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1901, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1902, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1903, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1904, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1905, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1906, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1907, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1908, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1909, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1910, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1911, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1912, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1913, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1914, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1915, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1916, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1917, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1918, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1919, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1920, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1921, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1922, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1923, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1924, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1925, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1926, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1927, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1928, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1929, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1930, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1931, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1932, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1933, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1934, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1935, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1936, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1937, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1938, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1939, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1940, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1941, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1942, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1943, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1944, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1945, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1946, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1947, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1948, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1949, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1950, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1951, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1952, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1953, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1954, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1955, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1956, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1957, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1958, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1959, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1960, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1961, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1962, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1963, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1964, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1965, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1966, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1967, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1968, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1969, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1970, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1971, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1972, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1973, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1974, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1975, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1976, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1977, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1978, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1979, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1980, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1981, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1982, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1983, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1984, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1985, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1986, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1987, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1988, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1989, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1990, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1991, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1992, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1993, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1994, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1995, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1996, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1997, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1998, on the following routes in the State of Maine, and by change made of the 4th Monday in April, 1999